B. E. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1871. 日十二月五年七十二緒光. FRIDAY, JULY 5, 1901. 五拜禮 號五月七英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP..... " 18,000,000
CAPITAL UNCALLED..... " 6,000,000
RESERVE FUND ..... " 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.

D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	H. E. Tomkins, Esq.
H. Schubart, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG.—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 4th June, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. P. COCHRANE,
p. Manager.

Hongkong, 22nd May, 1901. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	C. Ewens, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.50 ₱ Cask of 375 lbs. Net ex Factory.
$3.30 ₱ Bag of 250 lbs. "
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [10

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	*Chusan**	C. L. Daniel	Noon, 6th July	Freight or Passage.
MARSEILLES and LONDON	*Java*	G. W. Gordon, R.N.R.	About 12th July	Freight or Passage.
SHAI & JAPAN	*Banca*	G. W. Babot	About 18th July	Freight only.

* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 5th July, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January, 1902.
PREUSSEN	WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 19th February, 1902.
SACHSEN	WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 11th day of July, 1901, at NOON, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 9th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 27th June, 1901. [22

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [16

CONNAUGHT HOUSE

RENOVATED FROM ROOF TO CELLAR.

SCRUPULOUS CLEANLINESS GUARANTEED.

Special Terms for Monthly Boarders, apply to the Manager

A. FONSECA.

Hongkong, 1st July, 1901. [691c

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

BOVRIL

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOCKS.

Telephone No. 75.

	1 doz. bottle.	2 doz. ½ bottle.
OPPENHEIMER	$11	$13
LAUBENHEIM	13	15
NIERSTEIN	15	17
GRAACHER SUPERIOR	15	17
BODENTHAL	16	18
HOCHHEIMER	17	19
STEINWEIN (Bock Bottles)	18	—
LIEBFRAUMILCH	26	—

Direct from, and bottled by DEINHARD & Co., Coblentz.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 5th July, 1901. [15

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-muri, Kanada, Kishima, Manouro, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.
Hongkong, 2nd July, 1901. [563c

KELLY & WALSH Ld.

NEW BOOKS.

The Illustrated London News Record of the Glorious Reign of Queen Victoria, 1837-1901.—The Life and Accession of King Edward VII and the Life of Queen Alexandra, with 14 India proof and other Photogravures from Pictures by well-known Artists $3.00

How Sailors Fight.—With an introduction by Capt. The Hon. HEDWORTH LAMBTON, C.B., R.N. $3.50

Small Boat Sailing.—An explanation of the Management of small yachts, half-decked and open sailing boats of various rigs, sailing on sea and on river cruising, &c., by E. F. KNIGHT.....$3.00

The Stateman's Year Book 1901 .....$6.50
The Chinese Crisis from within by Weng-Ching $2.25

The Elements of Machine Design.—Part 1 general principles, fastenings and Transmissive Machinery by W. UNWIN, F.R.S. .$4.50

The Last of the Great Scouts.—The life story of Col. Wm. F. Cody by HELEN CODY WETMORE $2.50

Her Royal Highness Woman by MAX O'RELL $2.25
Further Correspondence respecting the disturbances in China Blue Book No. 5 ...$1.00
Last Essays by F. MAX MULLER, K.M. ...$3.00
The Lighter side of cricket by Capt. PHILIP TREVOR.....$3.50

[690c

W. BREWER & Co.

BREWER'S.—For the Best and Cheapest English made, Ladies' and Gentlemen's BOOTS and SHOES.

BREWERS.—For the Best and Cheapest EGYPTIAN CIGARETTES.

BREWERS.—For the Largest Stock of TENNIS GOODS by the Best Makers: Cricketing Gear and Games of all kinds.

BREWERS.—For the Largest Stock of AMERICAN SQUEEZER PLAYING CARDS, POKER CHIPS, &c.

BREWERS.—Have always a very large Stock of the Newest BOOKS by each English Mail.

BREWERS.—Are always adding Novelties to their Stock of STATIONERY in every Department.

ADDRESS: *23 & 25, Queen's Road.*

689c]

Intimations.

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, TO-MORROW, the 6th July, at 12-15 P.M. for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant, to the 6th July, both Days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th July, 1901. [648c

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the RATE of FOUR per cent (ONE DOLLAR and FIFTY CENTS per Share) for the Six months ending 30th June, 1901, will be paid on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th July, both Days inclusive.

MEYER & CO.,
General Managers.

Hongkong, 26th June, 1901. [670c

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, the 11th July, at 5.30 P.M., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

A. DENISON,
Acting Hon. Secretary.

Hongkong, 4th July, 1901. [707c

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED,
(IN LIQUIDATION).

NOTICE is hereby given that an EXTRAORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 14, Des Vœux Road, on SATURDAY, the 20th July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidators proposals for dealing with the Company's Assets.

The Liquidator,
M. BENNECKE.

Hongkong, 4th July, 1901. [708c

G. GIRAULT,

6, QUEEN'S ROAD CENTRAL.

ARRIVAL of the LATEST PRESERVED AMERICAN DAINTIES.

Just Opened, Call and Inspect, Best quality, direct from the Factory.

Hongkong, 25th June, 1901. [667c

BOY WRITER in H.M. VICTUALLING YARD, apply between 10 and 11 A.M. to the DEPUTY VICTUALLING STORE OFFICER, (in Charge).

H.M. VICTUALLING YARD.

Hongkong, 3rd July, 1901. [706c

WANTED.

A EUROPEAN QUARTERMASTER to superintend the Coxswains of the "STAR" FERRY BOATS. Must be strictly sober and accustomed to work with Chinese.

Apply by Letter only, with Testimonials, to

SECRETARY,
STAR FERRY CO., LIMITED.

Hongkong, 25th June, 1901. [666c

WANTED an OVERSEER.

Apply by letter to

THE SECRETARY,
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

Hongkong, 24th June, 1901. [662c

WANTED.

A POST as BOOKEEPER by a Competent Man.

Apply to "T."
C/o This Office.

A SURVEYOR seeks Employment.

Apply to "U."
C/o This Office.

Hongkong, 4th July, 1901.

Notices of Firms.

NOTICE.

FROM This Date Mr. ROBERT HAY BERRY MITCHELL will be MANAGER of our Hongkong Business and will SIGN our FIRM per Procuration.

H. PRICE & CO.

Hongkong, 1st July, 1901. [694c

NOTICE.

WE have This Day authorized Mr. WILHELM NAGEL to SIGN our FIRM per Procuration.

LEOPOLD SPATZ & CO.

Hongkong, 17th June, 1901. [637c

Insurances.

THE YAN ON MARINE AND FIRE INSURANCE CO., LIMITED.

CAPITAL $1,000,000

THIS Company is prepared to issue Policies of Insurance against MARINE and FIRE RISKS from and after This Date.

CHAN YUT NGAM,
Secretary.

Hongkong, 1st July, 1901. [693c

NORTH GERMAN FIRE INSURANCE COMPANY, OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [10

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 6th instant, commencing at 2.45 P.M.

RANGES.—200, 500 and 600 yards.

Seven Shots and a Sighter at each Range.

ALEX. MacKENZIE,
Hon. Secretary.

Hongkong, 5th July, 1901. [45

"UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. [712c

NOTICE.

THE attention of the community is drawn to the fact that SIGNATURE SHEETS, to be attached to a Petition to the Right Honorable the Secretary of State for the Colonies, asking for the Appointment of a Commission to Inquire into the Sanitary Condition of Hongkong, &c., are open for Signature at the following places:—

Messrs. A. S. Watson & Co., Ld.
Messrs. Kelly & Walsh, Ld.
Messrs. Lane, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldbeck, Macgregor & Co.
The Robinson Piano Co., Ld.
The Victoria Dispensary.
Messrs. Watkins, Ld.
The Hongkong Hotel, Ld.
The Peak Hotel.
The *Hongkong Daily Press* Office.
Mr. H. Ruttonjee's Kowloon Store.

Copies of the Petition may also be seen at the above.

Hongkong, 2nd July, 1901. [700c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 5th July, 1901. [710c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Chartered Steamship

"TOONAN,"

Captain Blethen, will be despatched for the above Port, TO-MORROW, the 6th instant, at 4 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 5th July, 1901. [711c

THE CHINA AND MANILA STEAMSHIP COMPANY.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"

Captain G. T. Blaxland, will be despatched as above on TUESDAY, the 9th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 5th July, 1901. [697c

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"
of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outward German Mail about WEDNESDAY, the 10th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER-LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th July, 1901. [22

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimation.

A. S. WATSON & Co.,
LIMITED.

SHERRIES.

Per Case 1 doz.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule - - - - - - - $10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule - - - - - - - 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule - - - - - - 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule - - - - 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*) - - - - - - - - 20.40

B, C, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very Superior Vintage. ALL ARE TRUE XERES WINES.

Small quantities are supplied at proportionate whole sale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 5, 1901.

REUTER'S TELEGRAMS.

THE LIBERAL PARTY.

LONDON, July 3rd.

A meeting of the Liberal party has been summoned. It is understood that a resolution of confidence in Sir Henry Campbell-Bannerman will be proposed.

EXTREME HEAT IN AMERICA.

The heat in America continues unabated, and the mortality is alarming. Business is paralysed.

LATER.

FAILURE OF THE BOER INVASION OF THE TRANSKEI TERRITORIES.

The Boer invasion of Transkei has failed in its object, and Fouche's commando is retreating in the direction of the Drakensberg Mountains.

THE HEAT IN AMERICA.

The heat in America is appalling. 225 deaths occurred in New York yesterday.

WEATHER REPORT.

The Observatory report says:—

On the 5th at 12.15 p.m. barometric changes are slight. Pressure is highest over the N.E. coast of China, and relatively low off the S. coast. Gradients slight for N.E. and E. winds on the China coast, and for S.W. winds over the middle part of the China Sea. Forecast:—Moderate or fresh E. winds; squally, showery.

LOCAL AND GENERAL.

INWARD parcels by s.s. *Bengal* are now ready for delivery.

WE note that some of the shops in Beaconsfield Arcade are being put in order once more, which looks as though the appeal of "Bubo" was to be disregarded and the block of buildings inhabited.

H.M.S. *Waterwitch* is expected to arrive from Labuan either to-morrow or next day, having left that port on 1st instant. She has been employed in survey work on the Borneo coast for the last few months.

THE post of overseer of the "Star" Ferry Launches still remains vacant. The pay, we hear, is good, but apparently loafing pays better. This shows that no respectable man wants work in Hongkong.

THE residents of the Western portion of the City are complaining very bitterly, on account of the spots where they have been in the habit of sending their children to play being crowded out with dirty coal coolies.

WE are glad to see that certain of the hotels in the Colony are ejecting the beachcombers. If these men find that they are not welcomed at every bar so long as they have money to spend they will, we presume, move on. If they do so a step in the right direction will have been taken.

MR. FISHER UNWIN has just published another remarkable American success viz. "Quincy Adams Sawyer" by Charles F. Pidgin. It is a novel of new England life, and its success in America has been such that it is said to have made the name and fortune of a new and unknown firm of publishers.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ld.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

QUEEN'S Road is in a shocking state. It has only recently been under repair, yet it is now all in hills and valleys, and the paved bits round drain manholes and crossings stand inches above the level of the street. Why is it that our P. W. D. can't lay a road? In other Eastern ports the roads are as smooth as billiard tables.

WE have received from the Hongkong office of the Equitable Life Assurance Society, a copy of the *Equitable News* for May. It contains a photograph of the statue of Henry B. Hyde, the founder of the Equitable Society, and several pages of reading matter, including some distinctly humourous paragraphs in the American style. The reproduction of the photograph is a very good example of process work.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

1. Selection ..... "Coster Songs" ..... Godfrey.
2. Waltz ..... "El Dorado" ..... Kyle.
3. Song ..... "The Everlasting Day" ... Bevan.
4. Lancers ..... "The Savoy" ..... Moore.
5. Selection ..... "A. Burlesque" ..... Kappey.
6. Polka ..... "Lilliputian" ..... Brewer.

"God save the King."

A NEW N.Y.K. steamer, the *Tokachi Maru*, built to the order of the Nippon Yusen Kaisha, was to be launched from the Kawasaki Dockyard on Sunday the 30th ult. The vessel has been built in conformity with the Shipping Encouragement Law and will rank 100 A 1 at Lloyds. She is of steel, with single screw, and double deck. The dimensions are; length 220 feet; beam 29 feet; depth 22.9 feet; draft 14.9 feet; Displacement 1,700 tons; H.P. 1,000. The engines are triple expansion, and the boilers will develop a pressure per square inch of 180 lbs. The speed will be 12 knots per hour.

A CHINAMAN this morning took an involuntary bath from falling off one of the P. & O. lighters, near the Kowloon Wharves. The man could not swim and there was a good deal of commotion caused by the throwing overboard of all odds and ends of wood, or anything else that looked as if it would float, but he failed to catch any of them. It was not till another Chinaman pluckily jumped in with a rope's end that he was rescued. It is hardly necessary to remark that a lifebuoy (although P. & O. lighters are well supplied with them) was not forthcoming until the man was safe. It is surprising to see how prominent a life-buoy is when not wanted and how it always manages to keep well out of the way when required. We certainly think the Chinaman deserves the Belilios Medal. Perhaps Mr. Ritchie, now that we have brought the case to his notice, will move in the matter so that he may obtain it. It is not often that one Chinaman goes overboard for another, and when a case does occur such pluck should be encouraged.

THE Lords of the Admiralty, on the way from Portland to Portsmouth yesterday, were shown what a turbine-propelled vessel could do, says the *Pall Mall Gazette* of the 7th ult. Their lordships left their yacht and embarked on the destroyer *Viper*, which whirled them along at much greater speed than the south-country trains achieve. The run from Portland to Portsmouth, via the Needles, is just over fifty miles. Within two hours of leaving Portland the *Viper* was tied up at a buoy in Portsmouth Harbour, and her passengers had disembarked. After entering the Solent the *Viper* slowed down, but from Portland to the Needles she maintained a speed which gave their lordships a rather thrilling experience. Their own yacht, the *Enchantress*, was beaten by over three hours on the journey. Lord Selborne and most of the Board returned to London last night, except Admiral Lord Walter Kerr, Senior Sea Lord at Portsmouth. He spent this morning on board the cruiser *Cressy*, where a Court of Inquiry is being held, with a view of discovering the cause of the accident which has crippled the ship. Great reticence is being observed, but as the ship was at anchor when the damage was done, it could not have been due to fair usage. The steering gear is so badly injured that the departure of the *Cressy* for China must be delayed for six or eight weeks. She was to be sent off at once with orders to get to the Far East as soon as she could.

BEACHCOMBERS.

A correspondent sends us the following few hints as to what may be expected in the shape of gratitude from the average beachcomber:—A short time ago one of these men was picked up and sent to a charitable institution where he was to be kept at the sender's expense for a few days, whilst looking for work. He got drunk next day and stole money from the till. His rescuer still took pity on him and sent him to another place, where he again distinguished himself by stealing a cigar case and other articles from a fellow lodger. This human parasite carried a bible in his pocket and posed as pious.

Two others who were taken in and housed out of charity, showed their gratitude by making use of the floor of their room as a latrine.

At present there is a man living in one of our refuges who never even attempts to look for work. He lounges about all day cadging for money or drink, and does not forget to abuse those who lend him a helping hand. Yet to hear this man talk one would imagine that he was working day and night to find a job.

What a pity it is that a benevolent Government does not provide a lethal chamber for these drones, who are a burden to others if not to themselves.

THE NAVAL AND MILITARY LODGE OF FREEMASONS SMOKING CONCERT.

A most enjoyable evening was spent on the occasion of Bros. W. H. Sidwell and J. Nichols departure for England. The Banqueting Hall in Zetland Street had been tastefully decorated and the members of No. 848 S.C. with friends from kindred Lodges attended to the number of 120. The proceedings started about 8.30 p.m. Mr. F. Howell being in the chair, who with a combination of tact and dignity fully sustained his office. Mr. H. B. Bridger was Vice Chairman. Mr. E. J. Trenouth's fine bass voice was heard to advantage in "Out on the Deep" and "The Friar of Orders Grey." Mr. F. R. Viggers was, as usual, and we mean this as the biggest compliment we can pay him, for "custom cannot stale nor age wither his infinite variety." He gave his songs as to the manner born and in his his moments of least effort pleased the most. We understand nearly the whole of the work of arranging the programme fell on Mr. Viggers, to whom all credit is due. M. H. G. Ward sang, "Have another go" and somehow we did not like it. Mr Ward's *metier* is undoubtedly serious recitations, but they require care and study. The gem of the evening was the rendering of "Excelsior" by Messrs. Simmers and French. Mr. Simmer is a host in himself and Mr. French never sings so well as when in his company. Mr. G. M. Wallis gave two songs which seemed to please the audience mightily, singing truly and carefully with a well trained tenor voice and yet lacking that effect that marks the genius. Mr J. Oxberry in his three songs showed what a marvellous voice he possesses. If he had done justice to his great gift, he would have made the world ring instead of only Zetland St. Banqueting Hall. Messrs. R. J. N. Bentley and G. P. Lammert acted up to their reputation and were not present.

The vote of thanks given by the Chairman to Mr. Burrell for accompanying all the evening was heartily echoed by everyone present. Here is a man, instinctively a musician, who finds it no trouble to sympathetically follow a song, vamp an accompaniment or lead a step dance, and all with that unassuming air that betokens the true artist. Yes, the thanks the audience were due to Mr. Burrell.

In conclusion "Auld Lang Syne" was given in hearty style and the departing Brothers carried shoulder high round the room.

TREATMENT AT KENNEDY TOWN.

Great sympathy must be felt with those who have been suddenly taken from their home and friends and carried to Kennedy Town Hospital. But a careful inquiry proves that, if one is taken sick and has symptoms of the dreaded plague, the Hospital is the one place where you stand the best chance of recovering. Testimony from recent discharged patients points to the fact that under the supervision of Dr. Thompson, every care is taken and nothing left undone that science or kindliness can teach or conceive. The sad case of Mrs. Dos Remedios death in no way reflects on the institution. It appears this lady when removed had to be strapped to the ambulance and on arrival was placed in the ward with Mrs. Primrose and Mrs. Willoughby. In the state she was in it was found advisable to remove Mrs. Calcutt from the small ward and put Mrs. Remedios in her place, which was accordingly done. An amah was put in charge and was actually in attendance when the tragedy occured. The rumour of the neglect in this case is entirely unwarranted and everything points to the contrary. In the public interests we should not have been slow to point out any carelessness if such had been the case but, after expending a considerable amount of time and trouble, we unhesitatingly advise a plague stricken person to at once go to Kennedy Town Hospital.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BEACHCOMBERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It has been with great interest that I have read the letters lately published from "Beachcomber" and others, in which letters, we are evidently trying to solve the problem, "What are we going to do with the fat, lazy, able-bodied, beer-stained crowd of men who accost you at every street corner." Last night we had a letter from "Worker" which proves that a man no matter how poor he be, can get employment, and by his own efforts, better himself in Hongkong. I happen to come in touch with about from 20 to 35 "Beachcombers" every week, and will now try to answer the question, why don't they go to work? Last week, one man of the class in question, went round among Banks and business places and in one day received thirty-five dollars. That night, while drunk, he boasted of it and the writer saw the money. Now, if a man can simply walk around dirty, with tales of shipwreck, wife and large starving families, and be paid at the rate of $1,050 a month, do you think that he is going to clean himself and go to honest work for $2.50 or $3 a day? No!

Now what we want to do, is to stop giving money. If men are homeless, give them a "chit" to some lodging-house keeper, and then settle him and if they are not contented with plain food and clean bed, put them in Jail.

I believe a few days good shot-drill would soon make a number of our "wanderers" home sick.

Yours,
"STARLET."

Hongkong, July 5th, 1901.

V. R. C. SPORT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Your criticism on the V. R. C.'s annual report, exposing the lack of sport in the youth of the Colony, their dress and habits, has brought down vengeance on your head, and I warn you to shy clear of that institution until the wave of indignation rolls by.

The truth you wrote was too severe, you might have left the six inch pet collar alone, and to tell their Pa's and Ma's that they visit Hotel Bars and play billiards was really shocking. But Mr. Editor, although you scored in your article on the degeneration of sport in the V. R. C., its causes and otherwise, I think that I can point out to you the main cause of the falling off. I don't know if you remember the composition of the membership of the V. R. C. ten years ago; if you do, compare it with the present and you will find a product which might open your eyes to the facts of the true cause; at that time the Chairman thought it a good thing to reduce the age of boys joining the Club from eighteen to fifteen and invite other or all nationalities for membership. The old members who kept up the the reputation of good sport in the Club, had to take a back seat and listen to the cackle of youngsters who knew all and nothing combined. The formation of the Hongkong Boat Club soon followed and the V. R. C., as an institution for true sport, began to decline until there is nothing now left but the name and the Bar. Believe me,

Yours truly,
12 YEARS A MEMBER.

Hongkong, July 5th, 1901.

AT THE MAGISTRACY.

GAMBLING.

Inspector Cuthbert organised one of his pet raids last night and with the help of two Chinese detectives brought 19 gamblers before His Worship this morning. The evidence was clear and each was fined $3 or 14 days. The whole of the 19 fines were paid.

* * *

WATCH SNATCHING.

We frequently feel it our duty to censure the apparent apathy of the police and equally we are willing to praise when praise is due. It is so in the case under notice. We reported an audacious robbery from the person of Mrs. K. Sparling on Tuesday, evening and in face of the many difficulties the police might have been excused in not effecting an arrest. This morning the man charged with the offence and the watch were both in evidence. The defendant was removed in safe custody on a remand. Inspector Warnock of No. 2 station and his Chinese detective No. 154 are to be recommended for their prompt action in this matter.

* * *

LEAD AND BRASS.

Wong Sam was sent to prison for 6 weeks' hard labour for, according to his account, not stealing brass-hinges and lead piping, but the evidence was too strong, with the result as given above.

* * *

STEALING A ROSARY.

Tse Tak was charged with stealing a rosary from Li Shun Fan, valued at $1,000, and went to prison for 4 months.

* * *

SMART ARREST.

Roland Adington P.C. 61 did a smart bit of work last night. He saw a man, Wong Loi, behaving in a suspicious manner and quietly planted himself behind some timber to watch the proceedings. His patience was rewarded. He saw the defendant sneak out from a house in the course of erection and make off with some baskets of lime. He gave chase and caught the man. The defendant said the man who stole the lime asked him to carry it and the two would go halves. Fourteen days' hard labour.

* * *

ROBBERY.

Mr. Austin Beck, of Messrs. Ullmann & Co., charged Chan Fin with stealing 30 white metal watch chains. It appears the defendant was showing a watch and chain to an intending purchaser and was seen by the complainant to smuggle away some goods in his clothing. He was at once seized and searched and the chains were found in an inner pocket. Mr. Hazeland sentenced the defendant to six weeks' hard labour.

THE PLAGUE.

Number of cases reported up till noon of the 4th July, 1901	Chinese	1,447
	Other Asiatics	51
	Europeans	26
Number of cases reported during the past 24 hours	Chinese	5
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		1,529
Number of deaths reported up till noon of the 4th July, 1901	Chinese	1,409
	Other Asiatics	34
	Europeans	9
Number of deaths reported during the past 24 hours	Chinese	5
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date		1,457

Since noon on Saturday last the cases and deaths are:—

Cases Chinese	39
" Other Asiatics	4
" European	1
Total	44
Deaths Chinese	40
" Other Asiatics	2
" Europeans	0
Total	42

The plague returns for last week were:—

Cases	62
Deaths	61

The returns for 5th July, 1894, were:—

Total deaths to date	2,260
New cases in previous 24 hours	12
Deaths in previous 24 hours	15
Patients under treatment	138

* * *

The case of Theodore Thomas, reported yesterday, proves fortunately to be of a very mild description, and this young member of Queen's College, of 10 years old, promises to be out in a day or two.

* * *

All the European patients are doing well.

THE CRISIS IN THE NORTH.

TIENTSIN.

—o—

Affairs in the North.

(From our own Correspondent.)

TIENTSIN, June 21st.

We are all Siege Anniversary mad just now. The atmosphere hums and throbs with reminiscences. On the 17th the public meeting lately held in the Gordon Hall having decided in favour of commemorating the 23rd or day of our first relief last year, the ladies of Tientsin got together and worked with a will all the morning making wreathes, sprays, crosses and baskets of flowers to decorate the graves of the soldiers of all nationalities who fell in the defence of the Settlements last year. A very large quantity of flowers were subscribed for by the community, but they proved not one whit too many for the numerous graves which had to be visited, and remembered. First the cavalcade, consisting of perhaps of some forty ladies and children, went over the river to the grounds of the late Military College, where in one huge grave lie the Cossacks who fell in the early days of the Siege, and a little way off the graves of two Russian officers. The spot is picturesque and peaceful, and the only Cemetery which has fine grown trees in it, and it will in time be a very charming resting place. From there the party went to the French Cemetery, which is improvised in the compound of the old Chinese Telegraph Office, and very neatly kept, all the graves having head stones, but it must be confessed there are not very many there. French officers watched the party with their floral gifts in respectful surprise, and I have reason to know that the officers of all the Powers here were very much plensed and touched by the kindly thought of the ladies, most of whom were British and American, though a few Germans and Russians were also present. Then on to the General Cemetery, where victims of all nationalities lie, and lastly to a little grave yard behind the British Market where the R.W. Fusiliers and some of the *Aurora* men were buried when the firing was too heavy to permit of their interment in the Cemetery proper. Adjoining it is a small enclosure quite filled with mounds marked by little wooden posts inscribed with Japanese names. It was not possible to decorate extensively, but the Japanese Authorities were, I hear, deeply touched by the blossoms sympathetically laid on each mound. A sum of money remains in hand for a similar observance next year, and it is very likely that for some years to come the pleasing little ceremony will take place.

On Monday next the great celebration of our relief is to take place and it is generally hoped that the weather will remain fine, as a portion of the entertainment will be in the open. I will, however, write about that next week.

Mr. Alec Marsh is here and gave his first concert two or three evening ago. To be quite candid a slight feeling of disappointment prevailed amongst his audience, as, fine as his voice undoubtedly is, we somehow looked for something rather more emphatically beyond the pale of our amateur ability, and it seemed rather as if he only just tops us a little. His voice is splendidly trained, far more so of course than that of any amateur here; but we have had voices in Tientsin which, with the same training, would have achieved more: moreover we are admittedly, a little epicurean in our tastes as a community, though it may of course be the captiousness of ignorance. However, Mr. Marsh grows on one, and I think that probably the more one hears him the more one wants to, and though I am not prepared to rave over him, I am looking forward with distinct pleasure to hearing him again next week. I fancy in comic opera he should be at his best. He was assisted in his concert by our two leading amateurs, Mr. von Hanneken's marvellous voice, and Mr. Cockell's pure sweet tenor both being an agreeable surprise to the distinguished baritone in far off Tientsin.

The country round here remains highly unsettled and brigandage is in full swing, the withdrawal of the troops is still regarded with misgiving akin to dismay by the Chinese here, who feel no security in the protection of their countrymen. The villagers in different directions are banding themselves together in thousands and preparing for any anti-foreign game going, and many opine that desperate deeds are both possible and probable at any time. The movement is known as the Allied village movement. General Ma is within twelve miles of Tientsin now, but whether he comes genuinely as a friend to suppress the brigands, or simply to enhance the difficulties already existing I cannot say yet. Some 100 Chinese troops arrived on the north side of Tientsin City two days ago, and are camped there. It is to be presumed they are trying to cooperate with us, and they have, I believe, been desired by the Allies to take over the *river* stations between here and Peking, we only reserving Tungchow on the river in addition to the railway posts.

The British Marines are being withdrawn from the Taku Forts and native regiments are taking their place.

There is absolutely no authentic news of the Emperor coming back yet.

ACQUITTED OF EMBEZZLEMENT.

The following clipping from the *Manila Times* of the 20th ult. will be of interest to the friends of Mr. J. R. Mercer, who was so many years on the China coast:—

Yesterday Judge Magsalin of the Court of First Instance of Tondo gave his decision in the Mercer case, acquitting Mr. Mercer of the charge of embezzlement for which Messrs. Donaldson, Sim & Co. had prosecuted him. Mr. Mercer has been discharged, his bondsmen released and the attachment on his account at the Chartered Bank withdrawn.

Mr. J. R. Mercer was arrested on August 4th 1900, on the charge of embezzling $28,000, which amount was part of funds belonging to Messrs. Donaldon, Sim & Co. with which he had gone to Bangkok, Siam, to purchase vessels for that firm.

On April 15, 1900, Mr. Mercer had reported from Bangkok eleven vessels at a cost of $96,000 which had been promised him. According to the history of the case the money was not sent until April 21 and in the meantime four of the vessels which had been reported and accepted by the firm went into the hands of other purchasers. The price of the other vessels which had been accepted and paid for and which Mr. Mercer was able to send his firm, amounted to $71,000, and Mr. Mercer used the balance of the $96,000 in repairing and outfitting these vessels. It was this balance which Donaldson, Sim alleged that Mr. Mercer had embezzled, or diverted to his own use, on the ground that he had expended it contrary to instructions.

Mr. Mercer came back to Manila on July 31, 1900, and presented himself to his employers, who asked for an account in twenty-four hours. He wrote them asking for further time in which to render his account because he had not received his balance pass book. No reply was given and the criminal complaint was made the same day.

The case first came up in September, 1900, before Judge Magsalin in the Court of First Instance of Tondo, the district attorney, Senor Jose Ner, and attorney J. M. Vaile acting as prosecuting counsel, and Mr. Jno. Hvoslef acting as counsel for the defense. At the close of the State's evidence Mr. Hvoslef, on behalf of his client, entered an objection to the jurisdiction of the court upon the grounds that the offence had been committed at Bangkok and not Manila, and should be tried in Bangkok. This objection was sustained and the prosecution appealed the case to the Supreme Court. In November the Supreme Court handed down a ruling which reversed the decision of the lower court, and the case went back and the defense was commenced.

The defense lasted six weeks and it was proved to the satisfaction of the court, not only by Mr. Mercer's testimony but by the documentary evidence of Mr. L. E. Bennett, ex-Vice Consul General of the United States at Bangkok, that the money which the defendant had expended, every cent of which he accounted for in court, had been necessarily expended for the use and benefit of Messrs. Donaldson Sim and Co. in the dispatch of the vessels to Manila.

Mr. Hvoslef conducted a very careful case with successful results. Yesterday the court notified Mr. Mercer that he had been found not guilty of the charge of embezzlement, and his bondsmen, Messrs. J. F. Macleod and J. P. Wilson were released.

It is understood that Mr. Mercer is preparing a suit for damages against Donaldson-Sim Co., but the grounds are not known.

LEGAL.

SPITZEL *v.* THE CHINESE CORPORATION.

Mr. Justice Farwell, on 4th ult., commenced the hearing of the action, Spitzel *v.* the Chinese Corporation (Limited). Mr. Upjohn, K.C., in opening the case said that Mr. Spitzel was a merchant in China, and had a number of businesses in various places there. In June, 1898, he entered into an agreement with the trustees of the defendant company by which

the defendant company were to purchase his businesses in China, the consideration to be £200,000 in fully-paid shares, and the date of the completion of the agreement to be Sept. 15, 1898. There was a further agreement that Mr. Spitzel was to be appointed managing director for seven years, and his remuneration was fixed at 5 per cent. on the net profits. The company was incorporated in July, 1898. From time to time the date of completion of the agreement was extended, and ultimately, in Feb., 1899, the defendant company gave plaintiff notice they repudiated and declined to carry out any part of the agreements, and they put forward an allegation of damages. They set out a final counterclaim in March, 1901, in which they alleged that the plaintiff had never been in a position to carry out the agreements, and denied that there had been any breach by the defendant company. They alleged that the agreements were induced by misrepresentations, which rendered them voidable. One of these was a representation that the profits of the business in 1897 amounted to over £20,000. By way of alternative to their claim for rescission of the agreements, the defendant company said that the plaintiff guaranteed that the net profit for the last six months of 1898 would not be less than £5,000, and that, on the contrary, there was actually a loss during that period. There were other claims for damages for fraudulent misrepresentations, although the word fraudulent was not used. They therefore claimed rescission, £20,000 as damages, an indemnity against any liabilities incurred, and an alternative claim for accounts, and damages for breach of guarantee.

The plaintiff was called and subjected to a severe cross-examination by Mr. Emerson Bainbridge, a director, and others gave evidence on behalf of the defendant company.

Mr. Justice Farewell, in delivering judgment, said that he had never seen a more audacious witness than the plaintiff. He need not say more than that the plaintiff was refuted both by his letters and out of his own mouth, and that it was impossible to believe the statements he had made as to his profits in 1897. He certified in the prospectus which he signed that the profits made by the firm in their business during 1897 amounted to £20,000; yet he had admitted in his conversation with Mr. Bainbridge that it was not within his own knowledge at all. There was a gentlemen who was sometimes called Mr. Sutterby, and sometimes Silvestre, when he was in China. He was a gentleman who was apparently an undischarged bankrupt, who had some connection with the firm of Abe Stein and Co., who were hide merchants in America with whom Mr. Spitzel formed some sort of business connection, the details of which were exceedingly difficult to arrive at. He did not think it was necessary for him to determine judicially what those relations were; but, as far as he could make out, Silvestre was still in possession of Spitzel's house in Shanghai and was now carrying on such a business there as might be for whatever it was worth. However that might be, what the Court had to determine was whether it was true that Spitzel made a profit of £20,000 in 1897, which was the representation upon which the company had relied. His lordship found, as a fact, that Spitzel had not made made such a profit, and that there was not the smallest ground to justify such a statement. The whole truth of the matter, in his lordship's opinion, was that it was a concocted story, got up between Spitzel and Silvestre, and it so appeared by Spitzel's own letter, signed by himself, dated Nov. 6, 1898. As regarded the measure of damages, the items set out appeared to be correct, and they amounted altogether to £9,398. The result would be that the action would be dismissed with costs; and, on the counterclaim, there would be judgment for rescission, with damages as arranged.

Judgment for the defendants accordingly, with costs.

THE "SHELL" TRANSPORT & TRADING COMPANY, LIMITED.

The following is the annual report of the above Company, with Statement of Accounts to 31st December, 1900.

The Chairman and Directors have the pleasure to present to the Shareholders herewith Profit and Loss Account and Balance Sheet for the year ended 31st December, 1900.

As will be seen, the "Profits were £376,392 12s. 10d., as compared with £369,475 19s. 3d. in 1899.

After providing for Income Tax for the year 1899, Management Commission, Directors' and Auditors' Fees, there remains a balance of £385,364 2s. 11d., which the Directors propose to deal with in the following manner:

Interim Dividends already paid at the rate of 10 per cent. per annum, free of Income Tax (as compared with 8 per cent. for the year 1899)	£190,000	0 0
Provision for depreciation of steamers and installation (making the sum standing at the credit of this account £192,369 11s. 0d.)	79,399	11 11
Balance carried forward (as compared with £39,621 7s. 6d. for the year 1899)	115,964	11 0
	£385,364	2 11

The proportion of profits realised for the first six months of the year were not maintained during the latter half, in consequence of the continual and heavy fall in the value of oil from June to December, this being equal to about Forty per cent.

The great increase in cost has adversely affected the earnings of the Company's steamers during the year under review.

Owing to unforeseen difficulties, the Borneo Property of the Company, and the contract with the Mocara Enim Company, referred to in the last report, have not contributed any appreciable amount to the year's profits; but more satisfactory progress is now being made.

The Company's earnings have suffered materially by the war in China, their territory in Tientsin, looted by the Chinese, subsequently was seized and is still in the possession of the German military authorities. Claims have been duly made for compensation.

The whole of the new Steamers contracted for have been delivered—the last steamer in the early months of this year.

All the New Shares offered at a premium of 30s. per share were applied for by the Shareholders of the Company, and the amount received for premiums, £300,000, has been added to the Reserve Fund, increasing this to £400,000, as shown in the Balance Sheet. Considerable applications for Bearer Warrants were received and granted.

Continued extension of the Company's business is being made, no less than £548,275 5s. 9d. having been expended during the year 1900 in this connection.

Mr. Philipp Arnhold having left China to reside in London, has, on the invitation of the Directors, joined the Board as from 24th July, 1900.

In accordance with Articles of Association the following Directors retire, and being eligible, offer themselves for re-election, which the Board recommends:—I. Henderson, R. Jardine, F. Lance, A. Runge.

The Auditors, Messrs. Turquand, Youngs & Co., who retire, offer themselves for re-election.

INDO-CHINA STEAM NAVIGATION COMPANY.

The following is the nineteenth annual report of the Board of Directors of the Indo-China Steam Navigation Company Limited, presented to the Shareholders at the Twentieth Ordinary General Meeting, held at the Offices of the Company, on Thursday, the 13th day of June, 1901, at 3.o'clock

The Board of Directors submit herewith their Report and Statement of Accounts for the year 1900.

The startling events that have taken place in Northern China during that year have not had the disastrous effect on the shipping trade which might have been looked for. It is true that the customary business with Cheefoo, Tientsin and Newchwang has been seriously interfered with, but this loss has been compensated by the necessities of the fleets and armies, and by the extent of trade in the Southern Provinces. Competition by foreign shipowners for the coasting and river traffic is, however, even more keen than before.

In these circumstances it is satisfactory that the working account shows so large a surplus, which enables the Board to recommend an increased dividend. The disposable balance amounts to £63,336 7s. 8d., which the Directors propose should be appropriated to the payment of a dividend of 6 per cent., making with the Interim Dividend paid in November last 10 per cent., for the year, together with a bonus of 4 per cent. free of income tax. This will leave an amount of £13,747 7s. 8d. to be carried forward.

The Directors have thought it expedient to open a "General Reserve Fund," which is credited with £70,000 from accumulated profits. This will serve to continue their policy of meeting the requirements of trade with the newest class of vessels, as well as for renewal of boilers and other current requirements.

The rate of exchange for the adjustment of accounts has been continued at 1s. 11d. per dollar, and owing to remittances having been made at more advantageous rates, a surplus has been derived from this source which is added to Exchange Reserve Account, increasing it to £11,699 1s. 8d.

The claims on Underwriting Account have been unimportant, no total loss having been sustained during the year, and the balance at credit now amounts to £206,101 1s. 6d.

In addition to the River Steamer *Fuh Wo* noticed in last report, two small steamers from the West River with their attendant barges, in which this Company was interested, have been sold during the year, the proceeds fully covering the figures at which they stood in our books.

The Steamer *Lai Sang* mentioned as building in last Report has been despatched to Shanghai, where she arrived on the 2nd instant, and she will immediately take her place on the Calcutta Line. A second steamer for the same trade is now in hand at Glasgow, also two improved coasters of about 2,300 tons register. The steamer building at Shanghai for the Ichang trade is now approaching completion.

Two new and more suitable steamers for the West River passenger and cargo trade have been delivered. The trade here has made a little progress, but is not likely to give any very satisfactory results until a complete and liberal revision of the regulations for navigating the internal waters of China has been obtained from the Chinese Government, and until they show some interest in making their rivers navigable.

We have to lament the loss of our colleague, Mr. Thomas Reid, who died in July last, having served the Company as Director since its commencement. In his place Mr. Edward F. Alford, late of Shanghai, has been appointed by the Board, which requires confirmation by the Shareholders. The retiring Director is Mr. W. L. Watson, who offers himself for re-election.

J. MACANDREW,
Chairman.

LONDON, 5th June, 1901.

LIST OF THE COMPANY'S FLEET OF STEAMERS ON 31ST DECEMBER, 1900.

	Tons Gross.
El Dorado	1,180
Pechili	1,160
Yuen Wo	2,521
Fook Sang	1,557
Kwong Sang	1,513
Wing Sang	2,339
Tai Sang	2,326
Canton	1,737
Kut Sang	2,311
Yik Sang	1,378
Choy Sang	1,880
Yuen Sang	1,723
Lien Shing	1,659
Chelydra	2,467
E Sang	1,783
Wo Sang	1,783
Lok Sang	1,559
Tak Sang	1,562
On Sang	2,802
Kut Wo	2,665
Chang Wo	1,065
Hin Sang	2,412
Amara	2,454
Sui Sang	2,790
King Sing	1,983
Fau Sang	2,251
Chun Sang	2,217
Sui Wo	2,672
Loong Sang	1,738
Mau Sang	2,161
Kum Sang	3,236
Ting Sang	1,650
Hip Sang	1,658
Tons	66,191

BALANCE SHEET AT 31ST DECEMBER, 1900.

Liabilities.

	£	s. d.
To Share Capital:—Authorised £1,200,000, First Issue 60,000 Share each £10, whereof 49,589 subscribed and fully paid up	495,890.	0. 0
„ Balance of Underwriting A/c	206.101.	1. 6
„ Sundry Creditors in London and China	28,170.14.	7
„ Loans	3,270.	0. 0
„ General Reserve Fund	70,000.	0. 0
„ Exchange Reserve Account...	11,699.	1. 8
„ Balance from Revenue Account £83,171.19.8 *Less* Interim Dividend of 4 per cent. declared 20th November, 1900.. 19,835.12.0	63,336.	7. 8
	£878,467.	5. 5

Assets.

By Steamships, Hulks, Ferry Boats, &c., ...	774,651.14. 2	
Less Depreciation written off for this year	54,502. 9.11	
	720,149.	4. 3
[This includes the value of s.s. *Koo Shing*, claimed from the Chinese Government.]		
„ Coals and Provisions on board		
Ships and in Godowns.....	10,156.14.	0
Office Furniture	63.17.4	
„ Sundry Debtors in London and China, Agents' Balances, Freights, &c.c.....	109,639.	2. 6
„ Cash in London and China ...	38,458.	7. 4
	£878,467.	5. 5

REVENUE ACCOUNT.

Dr.

	£	s. d.
To General Charges, Telegrams Directors' and Auditors' Fees	5,134.15.	1
„ Depreciation Account— On Steamships, &c. £54,502.9.11		
On Office Furniture..... 10 5. 3		
	54,512.15.	2
„ Income Tax Account.....	3,701.17.	0
„ General Reserve Fund	70,000.	0. 0
„ Balance transferred to Balance Sheet	83,171.19.	8
	£216,521.6.11	

Cr.

By Balance brought forward from 1899	27,588.11.	6
„ Net earnings of Steamers for the year	188,816.16.	5
„ Interest Account.....	102. 6.	6
„ Transfer Fees	13.12.	6
	£216,521.6.11	

J. MACANDREW,
Chairman.
A. G. WELLS,
Secretary.

In accordance with the provisions of the Companies Act, 1900, we certify that all our requirements as Auditors have been complied with, and report to the Shareholders as follows:—

We have examined and compared the above Balance Sheet and Revenue Account with the Books and Vouchers kept by the Company in London, and with the Statements received from the General Managers in China; and are of opinion that the Balance Sheet is properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs as shewn by the books of the Company.

TURQUAND, YOUNGS & CO.,
Auditors.

LONDON, 4th June, 1901.

BY THE MAIL.

(From Home Papers.)

Naval Appointments.

The following appointment has been made at the Admiralty:—Lieut. G. L. Parnell, to the *Blenheim*, to date May 25.

Mr. G. M. Smith's Will.

The will of the late Mr. G. M. Smith, whose name will ever be associated with the "Dictionary of National Biography," has been proved at £839,522.

The German Squadron.

The permanent German naval force on the East Asiatic Station will consist of four large and two small cruisers, four gunboats, three torpedo-boats, and some armed river steamers.

Commissioner Kerr Retires.

Mr. Commissioner Kerr, who for forty-one years has been judge of the City of London Court, is, it appears, about to retire, a provisional agreement having at last been arrived at with the Court of Common Council as to a superannuation allowance, which it is said will be £3,000.

"Bobs" and the Kaiser.

It is stated that Lord Roberts has been invited by Kaiser Wilhelm to take part, as his guest, in this year's grand Imperial manœuvres between the First and Seventeenth Army Corps, near Marienburg and Dantzig. Lord Roberts will be accompanied by two other British officers of high position.

Signs of Peace.

The stage of the negotiations with China having now led to the partial evacuation of Pechtli, the Emperor William has conferred on Dr. Mumm von Schwarzenstein, the German Minister at Peking, the Crown of the Second Class with the Star, and on Herr Klehmet, Privy Councillor of Legation at the Foreign Office, the Order of the Crown of the Second Class.

Received by The Kaiser.

The Emperor William received on 4th ulto. the mother and the widow of Baron von Ketteler, the German Minister who was murdered by the Chinese last summer. His Majesty also gave audience on 5th ulto. to Herr Cordes, interpreter to the German Legation at Peking, when von Ketteler was murdered.

Signs of Peace.

That peace has been restored in China seems to have found expression during the recent festivities in Germany in the fact that the Chinese Minister at Berlin was again received invitations like all the other members of the Diplomatic Body to the gala performance at the opera in honour of the Queen of Holland's visit. Since June of last year the Chinese representative had not existed as far as official quarters there were concerned.

The Saffron Walden Election.

The result of the poll at Saffron Walden was as follows:—Mr. J. W. Pease (L), 3,994; Mr. C. W. Gray (C), 3,202; Liberal majority, 792. At the last election in 1900 the Hon. A. Wodehouse (L) was returned by a majority of 110 over the votes cast for Mr. Gray. Mr. Joseph Albert Pease, the new member, is the second son of Sir Joseph Whitwell Pease, first baronet, of Hutton Hall, Guisborough, Yorkshire, who has been a member of the House of Commons for over thirty-five years.

Obituary.

We have to record the death of Com. H. Packe, R.N., at Bordighera. He was engaged in all the operations at the reduction of the Peiho Forts (1860), and had charge of a division of transports. After the Chinese War, while commanding His Majesty's gunboat *Snap*, and engaged in the suppression of piracy, he rescued the officers and crew of an American vessel, and received the thanks of the President of the United States.

A Russian Medal.

The *Revue du Cercle Militaire* states that the Tsar on May 7 (20) ordered that a medal should be prepared for the troops which have taken part in the operations in China. It is to bear the inscription "China Campaign, 1900-1901," and is to be silver for the troops which took part in the operations on the frontier beyond the River Zei and in the defence of Blagovestchensk, and in bronze for those which were located in regions declared to be in a state of war.

The "d'Entrecasteaux?"

A telegram from Toulon to the *Petit Journal* says:—The French cruiser *d'Entrecasteaux*, under orders at Toulon for the China Station, has undergone steam trials with very satisfactory results. During gun practice the 240-millimètre gun was fired from the after turret, but at the fifth shot the brake of the gun-carriage fractured at the valve. This will delay the departure of the vessel for her station.

Major-Genl. Smith-Dorrien.

Major-General Smith-Dorrien, on his return from the front, had a public welcome at Berkhampstead on 1st ulto. Replying to an address, he said that they must not think nothing was being done in South Africa because they heard so little, as it was necessary to prevent their military movements coming to the knowledge of the enemy. The conduct of the war, he said, could not be in better hands, for Lord Kitchener was absolutely indefatigable.

Liquid Fuel.

The naval authorities at Portsmouth propose shortly to make some further experiments with liquid fuel, for which the *Surly*, a torpedo-boat destroyer, which has been previously used for trials of this nature, and is specially fitted up for the purpose, will be again utilised. Last year American oil was tried, but it proved unsatisfactory owing to the columns of dense smoke thrown up. This year the Borneo (Koetei) oil will be tried. In the *Surly* experiment the oil fuel will be sprayed on beds of coke, in order to ensure that the whole of the oil is consumed.

The Imperial Conference.

The Imperial Conference, which has been summoned by Mr. Chamberlain to meet at the Colonial Office, to consider the question of the appointment of an Imperial Court of Appeal, will not, says a mail paper, assemble before the end of June. Mr. Chamberlain will preside over the Conference, the proceedings of which will be quite private. Very little is known at present as to the course which the deliberations will follow, the terms of reference to be submitted to the Conference being not even known as yet to the delegates who are already in London. It is not anticipated, however, that the Conference will be of a very prolonged character.

Mr. E. T. Hooley.

Mr. Ernest Terah Hooley, who appeared as a witness in a civil case heard at Cambridge Assizes, was severely cross-examined by Mr. Marshall Hall, K.C., concerning his present mode of living. He said that he was still residing at Papworth Hall, but that estate, and another in Derbyshire, were the property of his wife, having been purchased for her by friends for £55,000. Mr. Hooley showed much indignation at some of counsel's questions, and ineffectually appealed to the judge for protection. He absolutely declined to say whether he did or did not now live in the same state of affluence as before his bankruptcy, and declared that he had not come into court to be bullied by counsel.

Americans at Windsor.

King Edward and Queen Alexandra on 1st ulto., received at Windsor the members of the New York Chamber of Commerce who are at present on a visit to London. Before proceeding to the Castle the party were conducted to the Frogmore Mausoleum, where they were permitted to inspect the sarcophagi of Queen Victoria and the Prince Consort. The reception took place on the terrace in front of the drawing-room. Their Majesties shook hands with each of the delegates, and afterwards spent some time conversing with them.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.738
Thermometer	81.6
Humidity	83.0
Rainfall	14 210

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.76	29.70
Temperature	82	80
Humidity	80	78
Rainfall	0.12	—

TO-DAY.

Friday, 5th July, 1901.

Chinese—*20th of 5th moon of 27th year of Kwang-su.*

Sun—*Rises*	6hr. 6min.
Sets	5hr. 55min.
High water—*Morning*	10hr. 27min.
Afternoon	0hr. 20min.
Low water—*Morning*	3hr. 54min.
Afternoon	5hr. 42min.

ANNIVERSARIES.

1809—Battle of Wagram.
1840—Tinghai taken by the British.
1866—Princess Helena married.
1875—The s.s. *White Cloud* launched at Belcher's Bay.
1883—Hongkong Sanitary Board first appointed.
1899—Un Loong murderers sentenced to be hanged.
1899—Stranding of H.M.S. *Bonaventure* at Korniloff Bay.

TO-MORROW.

Saturday, 6th July, 1901.

Chinese—*21st of 5th moon of 27th year of Kwang-su.*

Sun—*Rises*	5hr. 22min.
Sets	6hr. 46min.
High water—*Morning*	0hr. 20min.
Morning	11hr. 12min.
Low water—*Morning*	4hr. 40min.
Afternoon	6hr. 21min.

ANNIVERSARIES.

1857—Eli M. Boggs sentenced to transportation for life for piracy.
1868—Princess Victoria of Wales born.
1889—The survey party of the Canton-Kowloon railway left Hongkong.
1893—Duke of York married.
1898—Cable between Cheefoo and Wei-hai-wei completed.
1899—An attempt to assassinate Ex-King Milan by Gigura Kuezevie.

AGENDA.

TO-DAY.

Cargo ex *Benalder* subject to rent.

TO-MORROW.

Noon—P. & O. Co.'s steamer *Chusan* with mails etc., leaves for Europe.
3 p.m.—J. M. Co.'s steamer *Tsuruliko Maru* will be despatched for Kobe.
4 p.m.—I. C. S N. Co.'s steamer *Vuentsang* leaves for Manila.
12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company Ld., at their offices.
C. N. Co.'s steamer *Taiyuan* leaves for Brisbane, Sydney, and Melbourne.

SUNDAY, 7th.

O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui *via* Swatow and Amoy.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante* is promoted 2nd mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haiching*.

Mr. A. B. Short is acting chief officer of the *Haitan*.

Mr. C. Walker, late 3rd officer of the *Hailoong*, is promoted 2nd officer of the *Haitan*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Hailoong*.

Mr. Fairfield, has been appointed supernumary 2nd officer of the *Haitan*.

June 26th.

The officers of the s.s. *Tsinan* are, Captain O. Anderson, chief officer C. Webb, 2nd A Burn, 3rd J. Carle, chief engineer J. Runcie, 2nd M. Murray, 3rd P. Maquire, 4th J. Smythe chief steward J. Wilson.

June 29th.

Mr. G. A. Elliot of the s.s. *Whampoa* is ashore in Hongkong preparatory to passing for master.

July 1st.

Captain Merlees, formerly of the *Hoihow*, has been appointed captain of the *Hanoi*.

Captain Merlees, jun, formerly captain of the *Haitan*, is appointed to the *Hoihow* in the same capacity.

Captain Anderson has been appointed to the command of the *Haitan*.

Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Shewan Tomes new steamers.

Mr. Fraser, 3rd officer, has been promoted 2nd officer of the *Diamante*.

Mr. F. Turner has been appointed 3rd officer of the same ship.

Mr. Swanton is appointed 3rd officer of the *Esmeralda*.

Mr. Arthur Notley is appointed chief officer of the s.s. *Diamante*.

July 3rd.

Mr. C. Westerland, chief officer of the *Hoihao* is transferred to the same post on the *Hanoi*.

Mr. Rüs, chief engineer of the *Siam*, has been relieved by Mr. Rasmusfin.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*City of Peking*) 6th instant.
Indian (*Sutsang*) 8th instant.
Canadian (*Empress of Japan*) 9th instant.
German (*Stuttgart*) 10th instant.
American (*Gaelic*) 12th instant.
Australian (*Guthrie*) 16th instant.
American (*Hongkong Maru*) 20th instant.
American (*China*) 27th instant.

* * *

The O. & O. S. S. steamer *Patroclus* left Singapore on 5th inst., and is due in Hongkong on 10th inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Vancouver at 4 a.m. on Thursday the 4th inst.

* * *

The P. M. S. S. Co.'s steamer *City of Peking* with mails, &c., left Shanghai on Wednesday the 3rd inst., at midnight for this port.

* * *

The N. Y. K. Co.'s steamer *Wakasa Maru* (European Line) left Kobe *via* Moji for this port on the 5th inst., and is expected to arrive here on the 10th inst.

* * *

The P. M. S. S. Co.'s steamer *China* with Mails, &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th ulto.

* * *

The Imperial German Mail steamer *Stuttgart* carrying the German Mails with dates from Berlin of the 10th ult. left Singapore to-day the 5th inst., at 10 a.m. and may be expected here on or about Wednesday the 10th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Arethusa	at	Kowloon	Dock.
Union	„	„	„
Taku	„	„	„
Nanshan	„	„	„
Devonshire	„	„	„
Kohsichang	„	„	„
Iris	„	„	„
Hailan	„	„	„
Colonies	„	Cosmopolitan	„
Munchen	„	„	„
Simongan	„	„	„

* * *

PASSED THE CANAL.

Outward—11th June—*Kaitow, Kongsberg, St. Irene, Erzherzog, Franz, Ferdinand, Erica, Glenlagan, Glenroy.* 14th June—*Bamberg, Patroclus, Ernest Simons.* 18th June—*Antenor, Indus, Awa Maru.* 21st June—*Bingo Maru, Edderton.* 25th June—*Mogul, Neckar.* 28th June—*Benvenue, Stentor, Saxonia, Alexandria.* 2nd July—*Bombay, China, Suevia, Konig Albert, Cocle, Salfordia.*

Homeward—18th June—*Stuttgart, Banca, Dresden, Batuvia, Meridian, Oceano, Sithonia.* 25th June—*Canton, Preussen, Silvia.* 2nd July—*Calchas, Ceylon, Laos, Inaba Maru.*

Arrivals at Home—25th June—*Ascania, Awa Maru, Konigsberg, Marburg.* 28th June—*Wittekind, Antenor.* 2nd July—*Bamberg, Dordogne, Preussen, Pyrrhus.*

Shipping.

Arrivals.

TAIYUAN, British steamer, 1,459, Dawson. 5th July,—Foochow 3rd July, Tea.—Butterfield & Swire.

TOONAN, American steamer, 956, J. Blethen, 5th July,—Haiphong *via* Hoihow 2nd July, Rice.—Douglas, Lapraik & Co.

HONG BEE, British steamer, 2,056, H. Peter, 5th July,—Singapore 29th June, General.—Joo Teck Seng.

LOONGSANG, British steamer, 1,092, C. S. Weigall, 5th July,—Manila 2nd July, Ballast.—Jardine, Matheson & Co.

PERLA, British steamer, 1,287, G. Blaxland, 5th July,—Manila 2nd July, General.—Shewan, Tomes & Co.

HAILOONG, British steamer, 783, H. Bathurst, 5th July,—Swatow 4th July, General.—Jardine, Matheson & Co.

MACEDONIA, British steamer, 1,945, W. E. Sawer, 5th July,—Moji 30th June, Coal.—Jardine, Matheson & Co.

HONGKONG, French steamer, 719, J. Pannier, 5th July,—Haiphong and Hoihow 4th July, General.—A. R. Marty.

FUSHUN, British steamer, 1,500, W. H. Lunt, 5th July,—Canton 4th July, General.—C. M. S. N. Co.

L. SCHEPP, American ship, 1,673, Kendall, 5th July,—Manila 25th June, Ballast.—Carlowitz & Co.

CLARA, German steamer, 675, A. Hansen, 5th July,—Pakhoi and Hoihow and July, General,—Chinese.

BISAGNO, Italian steamer, 1,500, P. Brusaca Pietro, 5th July,—Bombay 17th June, and Singapore 29th, General.—Carlowitz & Co.

Clearances at the Harbour Office.

Sabine Rickmers, British str., for Swatow.
Michael Jebsen, German str., for Haiphong.
Sullberg, German str., for Chefoo.
Kongsam, British str., for Canton.
La Rhone, French str., for Canton.
Min, British str., for Shanghai.
Hong Bee, British str., for Amoy.
Hailoong, British str., for Haiphong.
Wongkoi, German str., for Pakhoi.
Hoihao, French str., for Hoihow.

Departures.

July 5, *Bengal*, British str., for Shanghai.
July 5, *Acilia*, German str., for Yokohama.
July 5, *Haitan*, British str., for Swatow.
July 5, *Kawachi Maru*, Japanese str., for Kobe.
July 5, *Lyeemoon*, German str., for Canton.
July 5, *Nurani*, British transport, for Taku.
July 5, *Taisang*, British str., for Shanghai.
July 5, *Rocklight*, British str., for Balik Papan.
July 5, *Quarta*, German str., for Canton.
July 5, *Siam*, Danish str., for Shanghai.
July 5, *Germania*, German str., for Hoihow.
July 5, *Australian*, British str., for Shanghai.
July 5, *Min*, British str., for Shanghai.

Passengers—Arrived.

Per *Hailoong*, from Swatow—37 Chinese.

Per *Hong Bee*, from Singapore—1,139 Chinese.

Per *Toonan*, from Hoihow—Mr. Otto, and 10 Chinese.

Per *Loongsang*, from Manila—Messrs. R. R. Coedico, W. Goddart, 31 Chinese.

Per *Perla*, from Manila—Mr. and Mrs. G. Jackson, Comdr. F. Drake, U.S.N., Messrs. E. Abella, E. P. Barber, A. Larsen, 3 Europeans and 8 Chinese.

Per *Bisagno*, from Singapore—347 Chinese.

Departed.

Per *Bengal*, for Shanghai from Bombay—Mr. D. K. Jethna. From London—Messrs. A. Hosie and A. J. Thomas. From Marseilles—Messrs. Jandercock and Henderson. From Hongkong—Col. The O'Gorman, Madam O'Gorman, Sir John Lister Kaye, Lieut. Butterworth, Mr. G. W. Pearson and Lieut. Fulton.

Per *Wakasa Maru*, for Japan—Messrs. J. R. Hallifax, E. R. Hallifax, Miss Laurance, Master Janos, Mr. and Mrs. Krote and two infants, Messrs. H. Kubo, F. Tatsuka, Miss Cockshow, Mr. Lewis, Mrs. Wong Yuk Lum, Mr. and Mrs. Wong Shing Che, Mr. M. Ise, Dr. Otsuka, Miss I. Ida, Mrs. S. Ito, Messrs. O. Hashitsume, C. Sanada, M. Hama, H. Colt, Lam Pak Tsan, J. R. Baird and D. G. Baird.

SHIPPING REPORTS.

Captain H. Peter, of the steamship *Hong Bee*, from Singapore, reports:—Fine weather.

Capt. H. Bathurst, of the steamship *Hailoong*, from Swatow, reports:—Fine and clear throughout.

Capt. Dawson, of the steamship *Taiyuan*, from Foochow, reports:—Fresh N. winds, misty rain, and clear at times.

Captain J. Blethen, of the steamship *Toonan*, from Haiphong and Hoihow, reports:—Moderate winds and fine throughout.

Captain G. Blaxland, of the steamship *Perla*, from Manila, reports:—Moderate S. to S.W. winds, with occasional heavy rain.

Capt. G. S. Weigall, of the steamship *Loongsang*, from Manila, reports:—Fresh S.W. monsoon, thick weather, accompanied with rain throughout.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
City of Peking.....	Shanghai.....	To-morrow
Idzumi Maru	Singapore	To-morrow
Glenlogan	Singapore	July 7th
Suisang	Singapore	July 8th
Glenroy	Singapore	July 8th
Empress of Japan..	Japan	July 9th
Stuttgart	Singapore	July 10th
Kiautschou	Japan	July 10th
Gaelic	Japan	July 12th
Hiroshima Maru...	Singapore	July 12th
Guthrie.....	Port Darwin ...	July 15th
Hongkong Maru...	San Francisco...	July 20th
China	San Francisco...	July 27th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

NATURE AT HER BEST.

We love Nature! Our regard for her, with her sweet and varying moods, is undying, and our love such that it is beyond the art of man to quench. The promise of Spring is one great message of Hope. The fragrant breath of Summer whispers "Paradise"; the mellow touch of Autumn's hand ripens recollection; and crisp, biting Winter brings merry, ringing laughter and rosy cheeks.

But of all, Summer is most dear.

It was in Summer that Tennyson found Rose, the gardener's daughter, "standing in a porch of roses." "Who had not heard of Rose, the gardener's daughter?" asks the poet.

Why did he not also find a gardener's wife, of rosy cheeks, whose buxom figure might tread with us down the ages as a picture of what a gardener's wife might be—not a woman "languid and weary," whose plaintive cry is that "every little duty is a trouble, and takes all the joy out of life."

Such women there are, even "gardener's wives," like, let us say, Mrs. Martha Horriott, whose very words we have written above. Who continues thus:—"Morning, noon, and night, my head was racked with pain; often for days together I scarcely got a moment's freedom from it. Sometimes, when the attacks were very severe, my left eyeball became quite shrunken and small, and my head would swell right across the top. The pain I suffered then was *intense*; I *cannot properly describe it, but shall never* forget it so long as I live. I consulted the doctor and tried all kinds of medicine recommended by my friends, but, until I commenced taking Mother Seigel's Syrup, got no real benefit from anything.

A happy illustration is given us now of Nature quickly changing from decay to health, for Mrs. continues Mrs. Herriott, whose address is 24, John Street, London Road, Sheffield, "after taking it a short time, I felt much better, and the improvement continued until I was *free* from pain. Mother Seigel's Syrup completely cured me.

"When I am tired and worn out, after a hard day's work, nothing so soon revives me as Seigel's Syrup. It seems to strengthen every part of the body, and is, indeed, a splendid tonic.

That was in the summer of 1900. And now Nature is herself again! Life is gladness indeed.

We love Nature; she is portrayed in the fields and flowers, but we ourselves, who are part of Nature, must be in perfect health to be in harmony with the countless beauties around us.

The keynote of contentment is good digestion, and Seigel's Syrup awakens into life, by its nutritive and medicinal properties, those dormant digestive organs of the dyspeptic.

He or she can then say, "Nature is at her best."

Advert.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IDZUMI MARU* ..... M. J. Curnow.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU ..... J. B. Mcmillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU ..... T. Murai.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 16th July, at Noon.
BINGO MARU ..... F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU..... K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU ..... H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
YAWATA MARU..... A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1901. [6

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 4th July 1901. [5

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA,"

will be despatched for PORTLAND (OR.) on FRIDAY, the 26th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 2nd July, 1901. [655c



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 6th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 5th July, 1901 [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide.	2,832	F. McNair...	July 8
Olympia	2,837	J. Truebridge	July 16
Glenogle	3,750	W. Frakes...	July 26
Tacoma	2,811	J. Alwen.....	Aug. 6

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.

Hongkong, 26th June, 1901 [4

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON".....about 1st Aug.
"HEATHBURN".....about 15th Aug.
"JUPITER".....
"SATSUMA".....
"RICHMOND CASTLE" ...

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th July, 1901. [445c

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....SATURDAY, 13th July, at Noon.
"GAELIC".....TUESDAY, 23rd July, at Noon.
"CHINA".....TUESDAY, 6th August, at Noon.
"DORIC".....THURSDAY, 15th August, at Noon.
"PERU".....SATURDAY, 31st August, at Noon.
"COPTIC".....TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en-route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

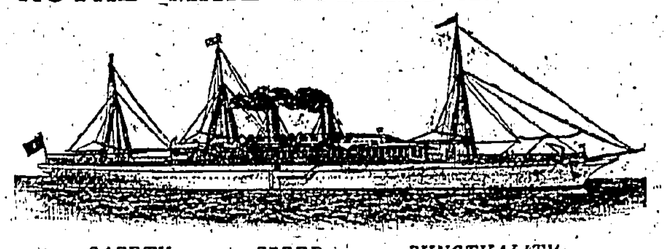
For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901 1901



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th June, 1901. [3

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SAMBIA..... Schmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July.	Freight.
WUERZBURG ... Schueder.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July.	Freight.
ACILIA ..... v. Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August.	Freight.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 13th June, 1901. [431c

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"*	6th July.
NINGPO and SHANGHAI.....	"WOOSUNG"	9th July.
MANILA	"KASHING".....	9th July.
TIENTSIN	"KWEIYANG" ...	10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PATROCLUS"	10th July.
"	"STENTOR"	23rd July.
"	"TANTALUS"	29th July.
"	"IDOMENEUS"	7th August.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON.....	"PROMETHEUS"	11th July.
"	"ALCINOUS"	23rd July.
"	"PELEUS".....	6th August.
LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES).	"GLAUCUS"	15th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 1st July, 1901. [12

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 10th July.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 29th June, 1901. [226c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain , will be despatched as above on or about the 10th July.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th June, 1901. [529c

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1901. [644c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 1st July, 1901. [688c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1901. [681c

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE—
TO
VICTORIA (B.C.) AND SEATTLE,
Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"

Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & Co.,
Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [676c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd July, 1901. [701c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 7th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st July, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd July, 1901. [321c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th May, 1901. [527c

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"

Sails from Seattle about the 10th of July;

"CHINGWO,"

Sails from Seattle about the 24th of July;

"HYSON,"

Sails from Seattle about the 10th of August;

"KAISOW,"

Sails from Seattle about the 24th of August: and will be followed by the Company's regular sailings.

For further particulars, apply at
THE CHINA MUTUAL STEAM NAVIGATION CO.'s OFFICES, NEW YORK;
To the Agents of the Company at Japan, China, Hongkong, Phillipines and Straits;
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 29th June, 1901. [683c

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"I. F. CHAPMAN,"

shortly expected here from KOBE will load for the above Port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong and July 1901. [698c

CHINA'S FUTURE.

(From the *Daily News.*)

Prince Ukhtomsky has been interviewed by the St. Petersburg correspondent of the *Herald* on the Chinese troubles. The Czar's former travelling companion is a friend of the Chinese, and, indeed, of the Finns, Armenians, Poles, and other oppressed races, but in considering his views it must not be forgotten that he is a Russian. He says:

"The Germans do not mean to get out at all. That everybody knew who was in Peking. It was the common talk of every German there, and they made no attempt at concealing the object of their mission, which was to stop. What do they want? The Provinces of Shantung and Chi-Li, adjacent to us in Manchuria—a vast territory of twenty-five millions of Chinese inhabitants. They want the Yangtse, but only for trading purposes. All this they see as a colony for Germany. I did not see Count von Waldersee at Peking, but every one there knew that he felt the falseness of his position. The Kaiser had forced him to it, and told him he must act and make a big thing of it all."

"Do you consider that the Kaiser thought the matter easy?"

"He evidently did. He thought Peking could be taken with a battalion. So it could, but the battalion could not stop there. That is what he did not understand. He did not comprehend the tenacity, the silent resisting power of the Chinese, who have the character of the Finns. They will never forgive and never forget. There is no fear with them. The spirit of fatalism among them is far too strong. They would not care even if a million or so more of them were sacrificed."

"Do they hate the Germans particularly?"

"No, they dislike us all about equally, and now more than ever before."

"What would have been the right course to pursue?"

"To retire at once after the Legations had been rescued, and to treat the Chinese as barbarians with whom we would have no more intercourse. Had that been done Li Hung Chang and the rest of the Mandarins would have come running down after us. Instead of that—and I look upon it as a shame that the Russian representatives should be in such a position—the Ministers are running after Li Hung Chang, bowing and scraping, and craving audiences of him. When the rainy season commences the Legations cannot remain in the city. They will have to go up to the hills. They will go with a small guard of soldiers. What will happen? In the recent troubles over which there were such great difficulties, only one of the Legations was attacked. The probability is that the Chinese, now more angry and excited than ever, will attack all the Legations. The Chinese are very bitter, and have much right to be so. The pillaging at Peking was something awful. The railroad will once more be cut. It has gone back into the hands of the English. They have reinstated all the Chinese in their former situations, and so the line is in the power of the Chinese, who will surely cut it again the moment they get the chance. Then we shall probably have a recurrence of all that took place last year—the same anxiety, the same consciousness of our powerlessness, the same history to begin over again, the same expense, new expeditions—the whole thing."

"What of the soldiers left?"

"An enormous proportion of them will naturally die off. And then I ask you: What in the name of common sense are the Powers aiming at? What do they want? What can they expect to get out of it all? If they persist they will more and more diminish China's means of payment. The Powers are perfectly helpless. A war of vengeance such as Germany seems to wish is out of the question. Such a course will only raise up more trouble. Never was the yellow race a greater danger to us than now."

"The danger the Kaiser first drew attention to?"

"Just so; in the picture which he drew himself and sent to our Emperor. Victims are asked for. None of the real culprits have been punished. We do not even know if those executed were Mandarins at all. In any case they were men whom the Chinese look upon as sacrificed, and who, in consequence, will be recollected and honoured as martyrs. One thing I can tell you very positively—it is that those who think they can aid the cause of the missionaries by any such means as those already adopted are entirely out of their reckoning. The hostility to missionaries has been aroused to a strength and fury never known before."

"Have you any idea that China will pay?"

"I don't think she ever intended to pay, and the Chinese rather think that they should be paid some indemnity for the wreck and ruin inflicted upon the capital. We cannot touch the Court. We never shall be able to. The Chinese saw all this coming from the year 1897, when we seized Port Arthur and thereby gave a very rude shock to the Chinese Empire. Then they began to build the Palace in the new capital."

"Then your solution is: Withdraw?"

"Withdraw," was the reply.

DO LARGE SALARIES AFFORD ANY ASSURANCE OF HONESTY IN EMPLOYEES?

The remarks of Judge Wofford, of the criminal court in Kansas City, in sentencing a young man who had been found guilty of stealing a tray of diamonds from his employer, open up a broad line of inquiry. The judge plainly intimated that this diamond merchant deserved to have his goods stolen as a punishment for paying his clerk only $6 a week. This incident suggests to the Washington *Post* the following question:

"Ought the wages of employees to bear any relation to the value of things they handle, the degree of temptation to which they are exposed, or the facilities afforded by the positions they fill for appropriating their employer's property?"

The Post answers its own question in the negative. "Most of the great embezzlements," it says, "the looting of banks, trust companies, and other corporations, are not the work of underpaid employees"; and it adds that "large salaries do not furnish any security against rascality, and inadequate compensation does not make an honest boy or man turn to thieving." The New York *Commercial*, on the other hand, declares:

"It may with fairness be submitted that of two bank cashiers in a given community—with equal degrees of natural honesty, of the same training and tastes, with about the same yearly expenses to be met, each performing about the same work actually worth, say, $2,000 a year, but one receiving $2,500 and other only $1,500—the underpaid man is much the more likely to 'go wrong.'

"And we cannot withhold a measure of sympathy from Judge Wofford in his impulse to 'roast' the employer of the six-dollar-a-week diamond salesman, or fail to commend the sentiments of the late Judge Danforth, of the Maine supreme court, who, in sentencing a defaulting bank cashier to a long term in the state's prison, remarked casually but forcibly and significantly:

"'I only wish that the law permitted me to send along to prison with you every one of the bank directors, who, through a long term of years, expected you to do your work, live respectably and becomingly, bring up a large family, and be honest—all on a salary of $600.'" —*Literary Digest.*

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BEFORE
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Mr. H. E. POLLOCK,
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I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.
H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 17th April, 1900. [34

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—
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Apply to
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Apply to
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Hongkong, 6th March, 1901. [297c

For Sale.

FOR SALE

THE German Steamer
"MUENCHEN,"
4,536 tons gross, 2,855 tons nett,
as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board.
For Particulars and Inspecting Order, apply to
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Hongkong, 28th June, 1901. [679c

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A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to
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Hongkong, 27th May, 1901. [565c

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th June, 1901. [682c

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"ACILIA,"
Captain von Döhren, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st July, 1901 [686c

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PURITAN."

CONSIGNEES of Cargo *ex* s.s. "PURITAN" from New York are hereby notified that their Cargo transhipped at Singapore into the s.s. "ACILIA" has now arrived and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the Undersigned Original Bills of Lading in exchange for which they will receive local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd July, 1901. [702c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship
"KAWACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 10th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 13th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 3rd July, 1901. [705c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS,

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
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From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 4th July, 1901. [5

The Share Market.

LATEST QUOTATIONS.

(*July 5th*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	392½ % premium [buyers
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders...	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$340
China Traders' Ins. Co., Ld.	$ 25	$60 sellers
North China Ins. Co., Ld.	£25	Tls. 180
Yangtsze Ins. Assoc. Ld.	$ 60	$120
Canton Ins. Office, Ld.	$ 50	$180 sellers
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$350
China Fire Ins. Co., Ld.	$ 20	$85 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$35 sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$152
China & Manila S.S. Co., Ld.	$ 50 $ 40	$62 $52
Douglas Steamship Co., Ld.	$ 50	$56 sellers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10 $ 2½	$23 buyers $9 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£2 12/6
Refineries.		
China Sugar Refining Co., Ld.	$100	$145 sellers
Luzon Sugar Refining Co., Ld.	$100	$36
Mining.		
Punjom Mining Co., Ld.	$ 9	$6
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$325
Queen Mines, Ld.	25 cts.	5 cents sellers
Jelebu Mining and Trading Co., Ld.	$ 5	$4½ sellers
Raub Australian Gold Mining Co., Ld.	18s. 10d.	$12½
Olivers Freehold Mines, Ld. A	$ 5	$1
Olivers Freehold Mines, Ld. B	$ 5	$1
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$ 50	$310
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$104
Wanchai Warehouse & Storage Co., Ld.	$ 37½	nominal
New Amoy Dock Co., Ld.	$ 6½	$22½ buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9.85
Hongkong Land Investment & Agency Co., Ld.	$100	$200 buyers
Kowloon Land and Building Co., Ld.	$ 30	$30 sales
West Point Building Co., Ld.	$ 50	$54 sales
H'kong Hotel Co., Ld.	$ 50	$129 buyers
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$13½ sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$10 buyers
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 50 sellers
International Cotton M'fg. Co., Ld.	Tls 100	Tls. 40 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited	$500	$1,500 sellers
Philippine Tobacco Trust Co., Ld.	$ 50	$60 sellers
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$19½ buyers
China-Borneo Co., Ld.	$ 15	$38
A. S. Watson & Co., Limited	$ 10	$15½ buyers
Watkins, Limited	$ 10	$9½ buyers
Hongkong Electric Co., Limited	$ 10	$12.90
Hongkong Electric Co., Limited	$ 5	$6½ buyers
Hongkong and China Gas Co., Ld.	£ 10	$140 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$175 sellers
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$180 sales
H'kong High-Level Tramways Co., Ld.	$100	$250 buyers
Dairy Farm Co., Ld.	$ 6	$7½ buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50 sales [ex div.
Campbell, Moore and Co., Ld.	$ 10	$20 buyers
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1.10
United Asbestos Oriental Ag'cy, Ld.	$ 4	$11½ sellers
Tebrau Planting Co., Ld.	$ 5	$3 sellers
Universal Trading Co., Ld.	$ 20	$20 sales
H.K. Steam Waterboat Co., Ld.	$ 5	$8 buyers
China Light & Power Co., Ld.	$ 20	$20
Robinson Piano Co., Ld.	$ 50	$50
Manila Investment Co., Ld.	$ 50	$56

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"[illegible]."
Telephone No. [illegible]

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Schouw, Mr. C.
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Smithers, Mr. R. G.
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Pitt, Mr. John, R.N.
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Prynne, Capt., R.A.M.C.
Prynne, Mrs.
Qustinoff, Mr. M.
Rublee, Mr. W. A. (U. S. Consul of America)
Rublee, Mrs. W. A., child and maid
Rumsey, R.N., Hon. R. Murray
Shellim, Mr. Edward
Sinclair, Mr. A.
Stokes, Mr. A. G.
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Wilgress, Mr. W. T.
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Anderson, Mr. Jas.
Beattie, Mr. and Mrs. J. M.
Brown, Mr. and Mrs. H. Matheson
Crouch, Mr. J. W.
Edwards, Mr. G. H.
Grimble, Mr. & Mrs. G.
Heemskerk, Mr. J. J. B.
Helms, Mr. W.
Langlands, A.O.D., Capt. and Mrs. P.
Pye, Mr. E. Burns
Sisters, Govt. Civil Hospital
Volpicelli, Consul
Yeats, Mr. and Mrs. F. H.

KOWLOON HOTEL.

Baners, Mr. F.
Brandstelled, Capt.
Cleasby, Mr. W. H.
Davies, Mr. W.
Deans, Miss R. A.
Earby, Mr. E. A.
Laxton, Mr. R. W.
Nobbs, Prof. A. P.
Sater, Mr. F.
Spittles, Mr. J.

EXCHANGE.

Hongkong, 5th July.

ON LONDON, Telegraphic Transfer 1/11⅛
„ Bank Bills, on demand 1/11 3/16
„ Credits, 4 months' sight 1/11 9/16
„ D'mdnts, 4 months' sight 1/11 11/16
ON BERLIN, (demand) M.1.97
ON PARIS, Bank Bills, on demand......2.43½
„ Credits, 4 months' sight 2.47
ON NEW YORK, Bank Bills, on demand ...47
„ Credits, 30 days' sight 47⅝
ON BOMBAY, Telegraphic Transfer 145
„ On demand......145½
ON SHANGHAI, Telegraphic Transfer 72½
„ Private 30 days' sight ......nom.
ON YOKOHAMA, T.T. ......6½ % prem.
Sovereigns, Bank's Buying Rate......$10.28
Gold Leaf 100 touch, per tael 53.00
Bar Silver 27
Dollars ......nom.

OPIUM QUOTATIONS.

Hongkong, 5th July.

New Patna	$950	per chest.
Old Patna	965	„
New Benares	937½	per picul.
Old Benares	937½	„
New Malwa	880	„
Old Malwa	850/880	„
Persian, paper tied	815	„

VESSELS IN PORT.

Steamers.

ARETHUSA, American transport, 2,132, Seecombe, 19th June,—Manila 15th June, Ballast.—U. S. Government.
BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,—Manila 11th April, Cable.—Government.
CHUSAN, British steamer, 4,636, C. L. Daniel, 4th July,—Shanghai 2nd July, Mails and General.—P. & O. S. N. Co.
DAIJIN MARU, Japanese steamer, 899, T. Ogata, 4th July,—Tamsui 30th June, Amoy 2nd July, and Swatow 3rd, General.—Mitsui Bussan-Kaisha.
DEVAWONGSE, German steamer, 1,057, H. Textor, 2nd July,—Koh-si-chang 26th June, General.—Butterfield & Swire.
DEVONSHIRE, British steamer, 2,364, A. Coull, 17th June,—New York 14th April, and Port Said 17th May, Kerosine.—Standard Oil Co.
ELSA, German steamer, 1,702, Schonwandt, 29th June,—Hongay 27th June, Coal.—Jebsen & Co.
ELSE, German steamer, 903, J. Petersen, 30th June,—Taku via Shanghai 30th May, General.—Jebsen & Co.
HIP SANG, British steamer, 1,040, Murray Crockett, 4th July,—Moji 29th June, Coal.—Jardine, Matheson & Co.
HOIHAO, French steamer, 509, M. Merlees, 3rd July,—Hoihow 2nd July, General.—A. R. Marty.
ITURDA, British transport, 3,361, M. England, 2nd July,—Calcutta 19th June.
KASHING, British steamer, 1,158, R. Sanderson, 1st July,—Hongay 29th June, General.—Butterfield & Swire.
KEONGWAI, German steamer, 1,115, A. von Riegen, 25th June,—Bangkok and Swatow 24th June, General.—Butterfield & Swire.
KOH-SI-CHANG, German steamer, 1,291, Leuss, 18th June,—Bangkok 11th June, Rice.—Butterfield & Swire.
KWEILIN, British steamer, 1,088, D. McKenzie, 4th July,—Canton 3rd July, General.—Butterfield & Swire.
LISCUM, American steamer, 100, F. Miller, 30th June,—Shanghai 26th June.
MAUSANG, British steamer, 1,614, Walsh, 21st June,—Sandakan 15th June, Timber.—Jardine, Matheson & Co.
MICHAEL JEBSEN, German steamer, 710, J. Jessen, 3rd July,—Haiphong 29th June, and Hoihow 2nd July, Rice and Pigs.—Jebsen & Co.
MUNCHEN, German steamer, 4,691, Krebs, 28th May,—Caroline Islands 15th May, Ballast.—Melchers & Co.
NANSHAN, British steamer, 1,299, Allan Jones, 27th June,—Newport, Mon. 10th May, Coal.—Bradley & Co.
OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June,—Mororan 4th June, Coal.—Dodwell & Co., Ld.
PHRA CHOM KLAO, British steamer, 1,100, Morris, 27th June,—Bangkok 21st June, Rice.—Butterfield & Swire.
POMPEY, American steamer, 785, J. H. Scrivener, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.
QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 21st June,—Tacoma via Ports 8th May, General.—Dodwell & Co., Ld.
ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,—Wei-hai-wei 25th May.
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.
SULLBERG, German steamer, 782, J. Jessen, 4th July,—Canton 4th July, General.—Siemssen & Co.
TSURUHIKO MARU, Japanese steamer, 1,240, Ikigami, 2nd July,—Keelung 29th June, Coals.—Nippon Yusen Kaisha.
WONGKOI, German steamer, 1,115, W. Bartling, 29th June,—Bangkok 24th June, General.—Melchers & Co.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 2nd July,—Manila 29th June, General.—Jardine, Matheson & Co.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.
HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June,—Fremantle, W.A. 3rd May, Sandalwood.—Order.
MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,—New York 3rd Mar., Kerosine Oil.—Standard Oil Co.
MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.
SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 5th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.
Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.
Bonaventure, 2nd class cruiser, 3,000 tons, 13 guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Hankow.
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., en route Home.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Japan.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy
Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, en route Home.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.
Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.
Janus, torpedo-boat destroyer, in reserve.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.
Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson, Singapore.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.
Phœnix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Capt. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin, river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.
Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 25 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.
Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.
Greimiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.
Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rosbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchicki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorosnih, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungurt, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Woosung.
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.
* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, en route Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.
** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.
* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Baëhine, Japan.
Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.
Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comete, gunboat, 600 tons, Capt. Loiiel, at Canton.
Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.
* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Swatow.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friant, gunboat, 693 tons, Capt. Adam, at Japan.
Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,600 i.h.p., Capt. M. Motet, at Shanghai.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.
Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.
Vipère, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.
* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Hongkong.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, en route Home.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.
Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.
Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.
Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.
Naniwa, protected cruiser, 1st class, 3,709 tons 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.
Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.
Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, Japan.
Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.
Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.
Osagi, cruiser, at Taku.
Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.
Katsuragi, 1,480 tons, 10 guns, 1000 h.p., at Saseho.
Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.
Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.
Kaimon, 1,365 tons, 10 guns, 1,125 h.p., at Saseho.
Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.
Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Saseho.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.
Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 6th instant, at 7.30 A.M.
For Hoihow and Pakhoi—Per *Hoihao*, to-morrow, the 6th instant, at 9 A.M.
For Bangkok—Per *Phra Chom Klao*, to-morrow, the 6th instant, at 9 A.M.
For Pakhoi and Mentok—Per *Wongkoi*, to-morrow, the 6th instant, at 9 A.M.
For Brisbane, Sydney and Melbourne—Per *Taiyuan*, to-morrow, the 6th inst., at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Chusan*, to-morrow, the 6th inst., at 11 A.M.
For Macao—Per *Heungshan*, to-morrow, the 6th instant, at 1.15 P.M.
For Shanghai, Port Arthur, Chefoo and Newchwang—Per *Hsieh Ho*, to-morrow, the 6th instant, at 2 P.M.
For Manila—Per *Yuensang*, to-morrow, the 6th instant, at 3 P.M.
For Swatow, Amoy and Tamsui—Per *Daijin Maru*, to-morrow, the 6th instant, at 5 P.M.
For Canton—Per *Powan*, on Sunday, the 7th instant, at 9 A.M.
For Kumchuck and Samshui—Per *Tungkong*, on Monday, the 8th instant, at 4 P.M.
For Amoy, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Queen Adelaide*, on Monday, the 8th inst., at 11 A.M.
For Kobe—Per *Tsuruhiko Maru*, on Tuesday, the 9th instant, at 3 P.M.
For Manila—Per *Perla*, on Tuesday, the 9th instant, at 4 P.M.
For Manila—Per *Kashing*, on Tuesday, the 9th instant, at 5 P.M.
For Tientsin—Per *Kweiyang*, on Wednesday, the 10th instant, at 4 P.M.
For Europe, &c., India, via Tuticorin—Per *Kiautschau*, on Thursday, the 11th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Peking*, on Saturday, the 13th inst., at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiwan*, on Sunday, the 14th instant, at 9 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 17th instant, at 11 A.M.

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